



Digitized by the Internet Archive
in 2016 with funding from
Wellcome Library

<https://archive.org/details/b28878826>

(2)

SWANSEA PORT
HEALTH AUTHORITY

ANNUAL REPORT
of the
MEDICAL OFFICER OF HEALTH
FOR THE YEAR 1960

SWANSEA PORT
HEALTH AUTHORITY
ANNUAL REPORT
OF THE
MEDICAL OFFICER OF HEALTH
FOR THE YEAR 1960

Port Health Offices — 10 Somerset Place,
Swansea.

Telephone Number — Swansea : 53523

Telegraphic Address — "Portelth" Swansea

THE SWANSEA PORT HEALTH AUTHORITYMembers of the AuthorityCounty Borough of Swansea

D.F. Bevan Chairman
 J.E. Emanuel Sec.
 F.J. Evans
 A.K. Hare
 D.E.H. Aubrey
 A.G. Burns.

Alderman W. Evans	(Chairman)	
Alderman D. F. Bevan		Chm. Wm R.S. Evans
Councillor D. C. Concannon		" G Murphy.
Councillor T. J. Evans		" Wm. Sweetser
Councillor A. D. Jenkins		" C. L. Thomas
Councillor C. E. Harries		" G. Webb.
Councillor A. J. K. Hare		
Councillor W. D. Thomas		
Councillor W. W. Sivertsen		

Neath Rural District Council

~~Councillor J. T. Evans, J.P. (Vice-Chairman).~~

Borough of Neath

Alderman W. R. Evans, J.P.
 Councillor J. E. Emanuel

Borough of Port Talbot

Councillor W. E. Mort
 Councillor L. R. Heycock

Porthcawl ^{URBAN} ~~Rural~~ District Council

Councillor Mrs. M. Walker

Cowbridge Rural District Council

Councillor H. S. Morgan

Penybont Rural District Council

Councillor E. F. King

Clerk to the Authority

Iorwerth J. Watkins

Treasurer to the Authority

W. B. Emmett

Committee Clerk

T. A. Jones, D.P.A.

Jurisdiction of the Port

The limits of the jurisdiction of the Port Health Authority as defined by the Order constituting the Authority are as follows.

"All that part of the said Port of Swansea which lies on the landward side of a straight line drawn from the Mumbles Point to the South eastern extremity of the said Port at Nash Point, together with the waters of the said Port of Swansea, within such limits, and all docks, basins, harbours, creeks, rivers, channels, roads, bays and streams within the aforesaid limits, and the place or places which may from time to time be appointed as the Customs Boarding Station or Stations for such part of the said Port and the place or places for the time being appointed for the mooring or anchoring of ships for such part of the said Port under any Regulations for the prevention of the spread of diseases issued under the Authority of the Statutes in that behalf, and for the purpose of any Regulations as aforesaid shall also extend to any ship which in pursuance thereof, or of any directions given thereunder, shall be moored or anchored at the place appointed thereunder as aforesaid, or which shall be on its way thither."

Contributing Authorities

The Contributing Riparian Authorities are the County Borough of Swansea, the Boroughs of Port Talbot and Neath, the Urban District of Porthcawl and Rural Districts of Cowbridge Neath and Penybont.

X

III

C O N T E N T S

PageIIIIIVI - VIITable A

1 - 2

3456678910 - 1112V121213141515

Contents - (Continued)

Page

Section VI	<u>Public Health (Ships) Regulations, 1952 & 54</u>	
	List of Infected areas; Radio messages;	15 - 16
	Notification otherwise than by radio;	16 - 17
	Mooring stations;	17
	Arrangements for -	
	Hospital accommodation for infectious disease (other than smallpox)	18
	Surveillance and follow up of contacts	19
	Cleansing and disinfection of ships etc.	19
" VII	<u>Smallpox</u>	
	Name of Isolation Hospital; Arrangements for transport etc. Names of smallpox Consultants; Facilities for Laboratory diagnosis.	20 - 21
" VIII	Venereal Disease	21 - 23
" IX	Cases of notifiable and other infectious diseases. Table D	24 - 31
" X	Observations on the occurrence of malaria on ships	32
" XI	Measures taken against ships infected with or suspected for plague	32
" XII	Measures against rodents in ships from foreign ports	32
	Procedure for inspection of ships for rats	32
	Arrangements for bacteriological examination etc., for rodents.	32 - 33
	Arrangements for deratting ships etc.	33
	Progress in the rat proofing of ships	33
	Rodents destroyed during the year Table E	34
	Deratting & Deratting Exemption Certs. issued during the year. Table F	35
" XIII	Inspection of ships for nuisances Table G	36
" XIV	Public Health (Shell-fish) Regulations, 1934 and 1948	37
" XV	<u>Medical Inspection of Aliens</u>	
	List of Medical Inspectors; List of other staff engaged on this work;	37
	Organisation of work, Nature and amount of Aliens Traffic.	37 - 38
	Accommodation for Medical Inspection and examination	38

Contents - (Continued)

Page

Section XVI	Miscellaneous
	Food Inspection
	Smoke Abatement

38 - 42

43 - 45

46

To the Chairman and Members of the
Swansea Port Health Authority.

Gentlemen,

I have the honour to submit my Annual Report as the Port Medical Officer of Health of the Swansea Port Health Authority for the year ended 31st December, 1960.⁵

This report is the ^{92nd} 87th Annual Report and has been prepared in accordance with Article 17(5) of the Sanitary Officers (Outside London) Regulations, 1935, the Ministry of Health Circular 33/52 (form Port 20), Circular Letter M/H. Ref: 5A.93004/3/10. 1958 and Circular 1/60 Wales, dated 8th January, 1961.

The tonnage of vessels which entered the ports under the jurisdiction of the Authority during the year was 7,137,066, as compared with 5,216,707 tons in 1959, whilst the number of vessels was 7,311.

I am glad to report that the health conditions on board vessels arriving at the ports under this Authority have been very good.

During the year there are, however, in the text of the Report (Pages 24 - 31) accounts of investigations carried out in regard to suspected infections.

One hundred and twenty two seamen were examined at the M.M.R. Clinic, which shows an improvement on last years figures.

In the last six years the number of seamen who were examined at the M.M.R. Clinic are as follows:-

	<u>Total Seamen</u>
1955	149
1956	135
1957	110
1958	242
1959	63
1960	122

The drinking water of 195 ships was sampled, of which 100 were British and 95 Foreign.

Of the British ships, 76 had satisfactory water and the Foreign vessels 71, or, expressed as percentages, 76% and 74.7% respectively.

This is an improvement on last years figures.

Four cases of infringement under The Clean Air Act, 1956, The Dark Smoke (Permitted Periods) (Vessels) Regulations, 1958. These were abated on representation.

In conclusion, I wish to express my thanks to the Chairman, the Port Health Committee, the Clerk to the Authority, the Staff, the Officers of H.M. Customs and H.M. Immigration, the Officers of the Ministry of Agriculture, Fisheries and Food, the South Wales Sea Fisheries District Committee, the Officials of the British Transport Commission, the Neath Harbour Commission, the National Union of Seamen, the Local Shipping Federation Doctors and Officials, the Pilots and Local Shipping Agents, Superintendents of the various shipping firms and members of the Ministry of Transport staff locally, for their great assistance and willing help at all times.

I am Gentlemen,

Your obedient Servant,

E. B. MEYRICK,

PORT MEDICAL OFFICER OF HEALTH.

Port Health Offices,
10 Somerset Place,
SWANSEA.

March, 1961.

SECTION 1 - STAFF

TABLE A.

Name of Officer	Nature of Appointment	Date of Appointment	Qualifications	Any other Appointments held
E. B. Meyrick	Port Medical Officer of Health	1949	L.R.C.P., M.R.C.S., D.P.H.	M.O.H. & School M.O. Swansea, C.B. Medical Inspector of Aliens
D. E. Donald	Deputy Port Medical Officer of Health	1958	M.B., Ch.B., D.P.H.	Deputy M.O.H. & School M.O., Swansea, C.B. Medical Inspector of Aliens.
H. R. Frederick H. N. REES	Asst. Port M.O.H. (Port Talbot), NEATH	1945 1965	M.B., Ch.B. M.R.C.S. L.R.C.P.	Private Practitioner.
T. Lurie	Asst. Port M.O.H. (Neath & Briton Ferry)	1932	M.B., Ch. B.	Private Practitioner.
D. O. Jenkins	Chief Inspector	1940	C.S.I.B. Cert. Meat & Foods, Master Mariner's Cert.	-
T. J. Richards	Deputy Chief Inspector	1941	C.S.I.B. Cert. Meat & Foods	-
H. P. Edwards	Asst. Inspector (Port Talbot, Neath & Briton Ferry)	1948	C.S.I.B.	-

TABLE A. (Continued)

Name of Officer	Nature of Appointment	Date of Appointment	Qualifications	Any other Appointments held
J. H. Prosser	Asst. Inspector	1953	C.S.I.B. Cert. Meat & Foods	-
C. W. Owens	Asst. Inspector	1955	C.S.I.B. Cert. Meat & Foods	-
E. D. Ide	Asst. Inspector (Porthcawl)	1957	-	-
P. H. Jones	Rat-Searcher	1938	-	-
A. Davies	M.O.H's Clerk	1916	-	-
Yvonne David <i>Hopkins</i>	Typist	1957	-	-

Address and telephone number
of the Medical Officer of Health

- - -
(Medical Officer of Health, Guildhall,
Swansea, Tel. No. Swansea 50821 Ext. 79.
Port Health Offices, 10 Somerset Place,
Swansea, Tel No. 53523.)

Telegraphic Address

- - -
"PORTELTH", Swansea.

TABLE 1

Analysis of Seamen examined by the

Static Mass Radiography Unit at Swansea during the period

1st January - 31st December, 1960.

Age Groups	Total Examined		%	Volunteers			General Practitioner Referrals			H.M.F. Entrants		
	M.N.	Others	Total	M.N.	Others	Total	M.N.	Others	Total	M.N.	Others	Total
15 - 24	14	7	21	9	5	14	5	1	6	-	1	1
25 - 34	14	11	25	11	9	20	3	2	5	-	-	-
35 - 44	11	26	37	7	25	32	4	1	5	-	-	-
45 - 59	10	24	34	3	21	24	7	3	10	-	-	-
60 +	2	3	5	-	3	3	2	-	2	-	-	-
	51	71	122	30	63	93	21	7	28	-	1	1

M.N. - Merchant Navy

Others - Tugboat, etc.

TABLE 2

Analysis of Abnormalities found amongst Seamen
examined by the Static Mass Radiography Unit at Swansea

during 1st January - 31st December, 1960.

Type of Examinee	CLASSIFICATION OF ABNORMALITY										
	Total Examined	Total Normal	Total Abnormal	Healed P. T.	Bacterial & virus infection	Pneumoconiosis	Pleural thickening	Emphysema	Abnormality of the diaphragm	Pulmonary Fibrosis	Failed to attend Chest Clinic
Volunteers	93	83	10	2	-	1	1	1	3	-	2
General Practitioner Referrals	28	22	6	1	1	-	-	-	2	1	1
H. M. F. Entrants	1	1	-	-	-	-	-	-	-	-	-
TOTALS	122	106	16	3	1	1	1	1	5	1	3

SECTION 11. AMOUNT OF SHIPPING ENTERING THE DISTRICT DURING THE YEAR

TABLE B.

Ships from	Number	Tonnage	Number Inspected		Number of ships reported as having or having had during the voyage, infectious disease on board.
			By the Medical Officer of Health	By the Port Health Inspector	
Foreign Ports	1944	3,890,589	3	1,271	1
Coastwise	53677	3,246,477	-	4,264	1
TOTAL	7311	7,137,066	3	5,535	2

The above figures of vessels arriving and inspected show an increase of 217 vessels as compared with the previous year, comprising a decrease of 3 in British and an increase of 220 in Foreign Vessels.

British vessels totalled 3,722 and Foreign 1,813

Amount of shipping that entered the individual ports
within the jurisdiction of the Port Health Authority

District	Foreign	Tonnage	Coastwise	Tonnage	Total Number of Vessels	Total Tonnage
SWANSEA	1,288	2,579,790	4,701	3,078,669	5,989	5,658,459
NEATH	16	4,269	236	57,922	252	62,191
PORT TALBOT	640	1,306,530	430	109,886	1,070	1,416,416
PORTRHAWL	-	-	-	-	-	-
TOTALS	1,944	3,890,589	5,367	3,246,477	7,311	7,137,066

SECTION 111 CHARACTER OF SHIPPING AND TRADE DURING THE YEAR

TABLE C

Passenger Traffic	{	Number of Passengers INWARDS	-	554
		Number of Passengers OUTWARDS	-	465

PRINCIPAL IMPORTS AND EXPORTSTABLE C

<u>Cargo Traffic</u>		<u>SWANSEA</u>
<u>Imports in Tons</u>		
<u>Commodity</u>		<u>1960</u>
Iron and Other Ores		128,983
Iron and Steel		183,535
Timber and Deals		29,150
Pitwood and Mining Timber		24,492
Grain and Flour		19,385
Petroleum		3,386,101
General Merchandise		104,023
Building Sand		293,389
Fish		180
	TOTAL	4,169,238
<u>Exports in Tons</u>		
<u>Commodity</u>		<u>1960</u>
Coal and Coke		1,089,012
Iron and Steel		99,337
Tinplates		357,556
Grain and flour		1,177
Petroleum		2,274,720
General Merchandise		75,835
	TOTAL	3,897,637

PRINCIPAL IMPORTS AND EXPORTSTABLE C (Cont'd)

<u>Cargo Traffic</u>		<u>PORT TALBOT</u>
<u>Imports in Tons</u>		
	<u>Commodity</u>	<u>1960</u>
	Iron Ore	3,191, 783
	Other Ores	14,179
	Iron & Steel	105,071
	Timber & Deals	7,372
	Pitwood & Mining Timber	27,374
	General Merchandise	67,498
	Building Sand	17,852
	Oil and Spirit	61,290
	TOTAL	3,492,419
<u>Exports in Tons</u>		
	<u>Commodity</u>	<u>1960</u>
	Coal and Coke	55,526
	Iron and Steel Rails	99,746
	Tinplates	7,597
	Oil and Spirit	40,879
	General Merchandise	16,512
	TOTAL	220,260

PRINCIPAL REPORTS AND EXPORTSTABLE C (Cont'd)Cargo TrafficNEATH AND BRITON FERRYImports in Tons

<u>Commodity</u>	<u>1960</u>
Sand	30,910
Scrap	7,139
Chippings	702
Spelter	348
 TOTAL	 39,099

Exports in Tons

<u>Commodity</u>	<u>1960</u>
Coal	37,836
Basic Slag	7,737
Oxide Dust	599
Steel Billets	4,278
Steel Plates	50
 TOTAL	 50,500

Principal Ports from which ships arrive

<u>Country</u>							<u>Ports</u>
Aden Protectorate	...	...	...	...	...	...	Aden.
Algeria	...	...	...	...	...	...	Algiers, Beni-saf, Bona, Bougie.
Australia	...	...	...	...	...	...	Adelaide, Kwinana, Port Pirie.
Belgium	...	...	...	...	...	...	Antwerp, Ghent, Ostend, Zeebrugge.
Brazil	...	...	...	...	...	...	Bahia, Salvador, Santos, Vitoria.
Canada	...	...	...	...	...	...	Alberni, Botwood, Churchill, Halifax, N.S., Montréal, Port Alfred, St. John, N.F., Seven Islands, Quebec, Sorel, Vancouver, Wabana.
Denmark	...	...	...	...	...	...	Aalborg, Copenhagen, Esbjerg, Randers.
Egypt	...	...	...	...	...	...	Suez, Port Said.
Eire	...	...	...	...	...	...	Dublin, Cork.
Finland	...	...	...	...	...	...	Borga, Hamina, Helsinki, Jacobstad, Hango, Kaskina, Kotka, Mantyluoto, Rauma, Roytta, Toppila, Turku, Veitsiluoto, Yxpila.
France	...	...	...	...	...	...	Bayonne, Bordeaux, Boulogne, Brest, Caen, Calais, Charente, Cherbourg, Concarneau, Dunkirk, Granville, Havre, Le Guildo, Marseilles, Nantes, Port De Bouc, Roscoff, Rouen, Sables, D'Olonne, St. Brieux.
Germany	...	...	...	...	...	...	Bremen, Emden, Hamburg, Lubeck.
Ghana	...	...	...	...	...	...	Takoradi.
India	...	...	...	...	...	...	Calcutta
Iran	...	...	...	...	...	...	Abadan.
Iraq	...	...	...	...	...	...	Bandar Mashur.
Italy (including Sicily)	...	...	...	...	...	...	Naples, Ravenna, Savona.
Kuwait	...	...	...	...	...	...	Mena al Ahmadi.
Liberia	...	...	...	...	...	...	Monrovia.

Principal Ports from which ships arrive.

<u>Country</u>						<u>Ports</u>
Malaya	...	...	...	...	...	Port Swettenham, Singapore.
Malta	...	...	...	...	...	Valetta.
Morocco	...	...	...	...	...	Ceuta, Melilla.
Netherlands	...	...	...	...	...	Amsterdam, Del zyl, Flushing, Rotterdam, Terneuzen, Ymuiden.
Netherlands Antilles	...	...	...	...	...	Curacao.
Nigeria	...	...	...	...	...	Port Harcourt.
Norway	...	...	...	...	...	Bergen, Kristiansund, Narvik, Oslo, Trondheim.
Poland	...	...	...	...	...	Danzig, Gdansk, Stettin.
Portugal	...	...	...	...	...	Leixoes, Lisbon.
Sierra Leone	...	...	...	...	...	Freetown, Pepel.
Spain	...	...	...	...	...	Almeria, Aviles, Barcelona, Bilbao, Corcubin, Hornillo Bay, Huelva, Las Palmas, Pasajes, Sagunto, Santander, Valencia, Aguilas.
Spanish Guinea	...	...	...	...	...	Fernando Po.
Sweden	...	...	...	...	...	Gefle, Gothenburg, Kalmar, Koping, Lulea, Malmo, Oxelosund, Stockholm, Vasteras.
Tunisia	...	...	...	...	...	La Goulette.
U.S.S.R.	...	...	...	...	...	Archangel, Klaipeda, Leningrad, Riga, Venstips.
U.S.A.	...	...	...	...	...	Beaumont, Baltimore, Charlestown, Chicago, Corpus Christi, Galveston, Houston, New Orleans, New York, Norfolk (Va.), Philadelphia.
Venezuela	...	...	...	...	...	Cabinas, Punta Cardon, Maracaibo.

SECTION IV - INLAND BARGE TRAFFIC

There is no inland barge traffic at any of the ports under the jurisdiction of the Authority.

SECTION V - WATER SUPPLY

1. Source of supply for (a) the district and (b) shipping

- (a) The Swansea, Neath and Briton Ferry Docks derive their water from the respective municipal supplies.

The Port Talbot Docks are supplied from two sources, viz:-

The Municipal supply and that from the Cwmbrombil Reservoir, the latter being under the control of the British Transport Commission.

All water from the above mentioned sources is chlorinated.

- (b) Water mains are laid throughout all the areas of the respective ports. Hydrants are placed conveniently for the supplying of vessels.

2. Report of tests for contamination

	<u>Total</u>	<u>Satisfactory</u>	<u>Unsatisfactory</u>
X Swansea Docks	44 13	43 13	1 -
Neath and Briton Ferry	- 12	- 12	- -
Port Talbot Docks, Municipal Supply	44 46	43 35	1 11
Cwmbrombil Supply	24 18	24 16	- 2
TOTAL	52 89	50 76	2 13

SHIPS' DRINKING WATER

BACTERIOLOGICAL ANALYSIS - YEAR 1960

State of Water	British		Foreign											
	Coasting	Foreign- going	Canadian	Danish	Dutch	Eireann	Finnish	French	German	Liberian	Norwegian	Polish	Spanish	Swedish
Satisfactory	58	18	-	5	29	3	3	5	7	1	8	1	4	5
Unsatis- factory	18	6	1	-	16	-	-	1	3	-	1	-	-	2
TOTAL	76	24	1	5	45	3	3	6	10	1	9	1	4	7

REASON FOR BEING UNSATISFACTORY

Presence of faecal coli = 16

High bacterial count = 32

TOTAL 48

Survey of Ships' Drinking Water for 3 years (1958-1960)

Nationality	No. of ships sampled	Bacteriological Findings					
		Unsatisfactory			Satisfactory		
		No. with high Bacterial Count	%	No. with Faecal Pollution	%		%
British	311	100	32.1	22	17.0	189	60.8
Canadian	1			1			
Danish	18	7	38.9			11	61.1
Dutch	127	38	29.9	17	13.3	72	56.7
Eireann	9	5	55.5			4	44.4
Finnish	4					4	
French	19	9	47.3	1	5.2	9	47.4
German	21	9	42.8			12	57.1
Liberian	1					1	
Nicaraguan	1	1					
Norwegian	27	8	29.6	1	3.7	18	66.6
Polish	1					1	
Portuguese	1			1			
Spanish	4					4	
Swedish	27	5	18.5	4	14.7	18	66.6
TOTAL	572	182	31.8	47	8.2	343	59.9

3. Precautions taken against contamination of hydrants and hosepipes.

Hydrants of the recessed type are covered when not in use.

Hosepipes and fittings are carried to the hydrants by means of 3 electrically propelled trucks, and when not in use are stored in locked storage.

All hosepipes and fittings are flushed out before use. Regular routine water sampling is carried out.

4. Number and sanitary condition of water boats, and powers of control by the Authority.

No water boats are used in any ports under the jurisdiction of the Authority.

SECTION VI - Public Health (Ships) Regulations

1952 & 1954

1. LIST OF INFECTED AREAS (Regulations 6)

Arrangements for the preparation and amendment of the list, the form of the list, the persons to whom it is supplied, and the procedure for supplying it to those persons.

This list is compiled from the confidential weekly epidemiological record of quarantinable diseases received from the International Quarantine, World Health Organisation, Geneva.

Each new weekly record received is subject to close scrutiny and freshly infected or suspected ports or areas are noted and amendments made.

The list so prepared states the name of the continent, followed by the name of the country and place, also the nature of the infection.

Lists of the Infected areas are posted to the following persons.

Chief Preventive Officer, H. M. Customs, Swansea.

Chief Preventive Officer, H. M. Customs, Port Talbot.

Secretary, Swansea Pilotage Authority.

Secretary, Port Talbot Pilotage Authority.

Dockmaster, British Transport ^{Docks Board} Commission, King's Dock, Swansea.

Dockmaster, British Transport Commission, Port Talbot.

2. RADIO MESSAGES

- (a) Arrangements for sending permission by radio for ships to enter the district. (Regulation 13)

There are no such arrangements.

- (b) Arrangements for receiving messages by radio from ships and for acting thereon. (Regulation 14 (1) (a) and (2).)

Arrangements have been made for the reception (and decoding if necessary) of wireless messages sent direct to the Port Health Office, and the telegraphic address "Portelth" Swansea has been registered by the Post Office.

After office hours, arrangements have been made with the G.P.O. for such messages to be received at either the private residences of the Port Medical

Officer of Health, his Deputy, also the Chief and Deputy Port Health

Inspectors.

Wireless messages are also received through Agents approved by the Port Health Authority, and they are.

Messrs. Burgess & Co., Queen's Buildings, Cambrian Place, Swansea.
 Messrs. Simpson Bros., Exchange Buildings, Adelaide Street, Swansea.
 Messrs. T. H. Couch, Ltd., 6 & 6a, Wind Street, Swansea.
 Messrs. Ambrose Davies & Matthews, Ltd., Beau Nash House, Swansea.
 Messrs. Wm. Cory & Sons, Ltd., Powell Duffryn House, Swansea.

3. NOTIFICATIONS OTHERWISE THAN BY RADIO. (Regulations 14 (1) (b).)

Arrangements for receiving notifications otherwise than by radio and for acting thereon.

If a ship is not equipped with radio the Master is able to communicate visibly with Mumbles Ship Signal Station, by means of flag or Morse lamp signals.

Such communications are transmitted by telephone to the Central Office of the Authority. The Pilot cutter through its radio-telephone is also able to pass on information from ship to the Dockmaster's Office, and thence by telephone to the Port Health Office.

Officers of the Waterguard of H.M. Customs and Excise also notify any case of sickness occurring on board a vessel arriving in Port.

If after Office hours the Port Medical Officer of Health, his Deputy, the Chief and deputy Port Health Inspectors can be contacted by telephone

4. MOORING STATIONS, (Regulations 22 - 30).

Situation of stations, and any standing directions issued under these Regulations. (a) within the docks: (b) outside the docks.

Swansea

(a) Inner Mooring Stations.

1. The ship's ordinary place of mooring, loading or discharging.
2. For Oil tankers - the lay-by dolphins in Queen's Dock.
3. For Dry Cargo vessels - Inner Mooring Buoys in King's Dock as and when directed by the Port Medical Officer.

(b) Outer Mooring Stations.

1. The jetty at entrance to King's Dock Lock.
2. The jetty at entrance to South Dock for vessels bound to the South Dock.
3. The jetty at entrance to North Dock for vessels bound to North Dock or River.

Port Talbot

(a) Inner Mooring Stations. The harbour, or the ship's ordinary place of mooring, discharge or loading or the nearest available buoy.

Briton Ferry and Neath

(b) Inner Mooring Stations. The River Neath from its mouth to Neath, or the ship's ordinary place of mooring, discharge or the nearest available buoy.

In the past the Mumbles Anchorage has been designated as an additional mooring station outside the Docks, but experience has shown that the vast majority of ships waiting to berth, lie outside the limits of the Port Health Authority's jurisdiction, depending on the draft of the vessel and the state of the tide. In stormy weather, however, the vessel would possibly have to weigh anchor and put to sea.

Thus the Mumbles Anchorage should not be regarded as an additional mooring station.

ARRANGEMENTS FOR

5. (5) Hospital accommodation for infectious diseases
(other than smallpox)

Cases of infectious diseases other than smallpox are admitted to the following isolation hospitals:-

Swansea

Hill House

Neath River and Briton Ferry + PORT TALBOT

Groeswen *Marquand Rd. P. Talbot*
Cefn Hirgoed Hosp. - Bridgend
 Maesteg *Isolation Hosp.*
 BLACKMILL ISOLATION HOSP. BLACKMILL, N. BRIDGEND.
Port Talbot

~~Groeswen~~
~~Cefn Hirgoed, Bridgend.~~

(b) Surveillance and follow up of contacts.

Contacts who remain on board ship are kept under daily observation by a member of the Port Health Authority's staff.

Suspicious cases are sent to Hospital for observation.

In regard to contacts who are allowed to leave the ship, their names and addresses are obtained, and the Medical Officer of Health of the districts to which they are proceeding are informed by letter, giving the necessary information. Further, such contacts are given printed pre-paid postcards (P.S.3) informing them of their obligations to report if they go to any address other than stated on disembarkation.

(c) Cleansing and disinfection of ships, person, clothing and other articles.

When a cabin, berth or fore-castle of a ship requires cleansing a notice is served on the Master, and this cleansing is carried out by members of the crew or by persons employed by the shipping company, to the satisfaction of the Port Health Inspector.

In all cases of infectious disease, after removal of the patient, disinfection of the quarters is carried out by fumigation with formalin,

followed by thorough washing and scrubbing down with hot water and soap, and finally by complete ventilation. Bedding and clothing which require it are removed for steam disinfection.

Normally disinfestation of Seamen and their clothing would be carried out on board ship. Depending on circumstances, however, facilities are available at Swansea for dealing with Seamen and their effects on shore.

SECTION VII - Smallpox

1. Name of Isolation Hospital to which smallpox cases are sent from the district

Cases of smallpox would be admitted to the Penrhys Smallpox Hospital in the Rhondda.

2. Arrangements for transport of such cases to that hospital by ambulance, giving the name of the Authority responsible for the ambulance and the vaccinal state of the ambulance crews.

Ambulance transport for the conveyance of smallpox patients to hospital would be made available by the Swansea County Borough Council in the case of Swansea, and Glamorgan County Council for the ports of Neath River, Briton Ferry and Port Talbot.

All ambulance crews of the Swansea Corporation are periodically vaccinated and in the event of an outbreak of smallpox all would be re-vaccinated.

3. Names of smallpox consultants available.

Dr. G. F. J. Thomas, St. Davids Hospital Cardiff. Cardiff 20441
Home telephone Number. Bonvilston 263

4. Facilities for laboratory diagnosis of smallpox

Specimens for laboratory diagnosis of smallpox would be sent to the following:-

Public Health Laboratory,

Institute of Preventive Medicine,

The Parade,

Cardiff.

SECTION VIII - Venereal Disease.

Information as to the location, days and hours of available facilities for the diagnosis and treatment of venereal disease among merchant seamen under international arrangements, including in-patient treatment and the steps taken to make these facilities known to seamen.

There are 2 clinics available for the diagnosis and treatment of venereal disease, one at Mount Pleasant Hospital, Swansea and the other at Port Talbot.

The times of these clinics are:-

SWANSEA.

Monday	2.0 p.m to 6.0 p.m )	) } (Males)
Wednesday	6.0 p.m)	
Wednesday	3.0 p.m	(Females)

Sailors (of all nationalities) who may not be in Port on the above days can receive treatment daily from 8.0 a.m to 8.0 p.m. (Sundays excepted).

PORT TALBOT

Monday	2.30 p.m to 4.30 p.m )	) } (Males)
	5.0 p.m to 7.30 p.m)	
Thursday	10.30 a.m to 1. 0 p.m )	) } (Females)
	2. 0 p.m to 4. 0 p.m)	
Wednesday	10.30 a.m to 1. 0 p.m )	) } (Females)
	2.0 p.m to 4.0 p.m)	

Treatment only on these days at hours stated.

In-patient treatment is available at Mount Pleasant Hospital, Swansea and at Groeswen Hospital, Port Talbot.

Enquires are always made on board ship as to the existence of Venereal Disease amongst members of the crew. Leaflets for information on the dangers of venereal disease and on facilities for treatment are issued by the Port Health Inspectors, also printed cards in English and French with a sketch plan, giving the times of clinics are issued to all seamen who require treatment.

Number of Seamen cases admitted for Treatment

at the Venereal Disease Clinics

SWANSEA CLINIC

1958 1959 1960

Syphilis	7	9	1
Soft Chancre	1	-	2
Gonorrhoea	69	78	33
Others	121	123	112

TOTAL	198	210	148
-------	-----	-----	-----

PORT TALBOT CLINIC

1958 1959 1960

Syphilis	-	-	-
Soft Chancre	6	1	2
Gonorrhoea	31	38	22
Others	56	80	75

TOTAL	93	119	99
-------	----	-----	----

SECTION IX - CASES OF NOTIFIABLE AND
OTHER INFECTIOUS DISEASES
ON SHIPS

TABLE D

Category	Disease	No. of cases during the year		No. of ships concerned
		Passengers	Crew	
Cases landed from ships from Foreign Ports	-	-	-	-
Cases which have occurred on ships from Foreign Ports but have been disposed of before arrival	Malaria	-	2	1
Cases landed from other ships	Tuberculosis	-	1	1

m.v. HAVLIDE - Norwegian (Malaria)

On Sunday, January 31st, there appeared in the newspaper "Sunday Express" an article which read:-

"Fever Kills Four in Tanker.

Lisbon, Saturday. Harbour authorities believe Yellow Fever killed four of the crew of the 10,000 tons Norwegian Motor Tanker Havlide, which is anchored in Lisbon. Another man is seriously ill. The Havlide is on her way from West Africa to Britain with a cargo of oil." British United Press.

As this newspaper is not read by me, I was unaware of the incident, but the next day, February 1st, a representative of Messrs. Burgess & Co., Swansea, local agents, informed us of the article together with the information that the vessel was due to dock at Swansea at 8 p.m on Friday 2nd, according to a wireless

message he had received from the Captain, who also reported that the second officer had died on the voyage.

Simultaneously with this information it was observed in the February 1st issue of Lloyds List and Shipping Gazette two notices under Miscellaneous, one being similar to the above and the other as follows:-

"Lisbon, January 30th. Norwegian Motor Tanker Havlide put into Lisbon to land one corpse for burial, and four members of crew into hospital.

Lloyds Agent."

It will be observed that two different statements had appeared in the press by different news agencies, and the Master's message only mentioned one death and no sickness amongst the crew was stated. In the meantime some consternation was being expressed by workmen in the Queen's Dock where the vessel was to be discharged about the risk of yellow fever and that nobody would go near the vessel when she arrived.

The movements of the vessel were as follows:-

She arrived at Port Harcourt, West Africa, on 10th January from La Plata and Monte de Video, and two days later left for Fernando Po, from which port the vessel left on January 16th for Swansea.

Apart from the confusing press reports, the Master's report of one death and the above movements of the vessel, nothing else was known about health conditions aboard the ship, and seeing that the press had some information, correct or otherwise, I felt that the Lisbon Port Health Authority would have denied or confirmed the information, and knowing that the vessel was bound for the United Kingdom, the Authority could have informed the British Legation or Consul at Lisbon, who, in turn, would have informed the Ministry of Health in London, or

under the article of the World Health Organisation impart information to Geneva via the Portuguese Ministry of Health. After all it would appear that the Lisbon Port Health Authority gave the information to the Press at the port.

On informing Dr. Baird, Welsh Board of Health, of these matters he 'phoned Dr. Murray of the Ministry of Health and acquainted the latter of the various circumstances, and he suggested that, because the vessel might arrive in Swansea before a cable reply could be received from the World Health Organisation, that I, myself, might 'phone Lisbon and ascertain the facts. To this suggestion I pointed out that a Port Medical Officer of Health of this country can only communicate directly with a Port Medical Officer of Health abroad within certain territorial limits, in accordance with the Ministry of Health instructions, and as Portugal was outside these limits that would be a matter for the Ministry of Health to accomplish.

Dr. Murray then decided, so Dr. Baird informed me, to try and get some information for me by the following day before the vessel docked.

About 9 a.m the following morning the master reported that the second officer had died of malaria, but as I wished for further information and because no further news had been received from the Ministry of Health, I sent the following message, via the Agents, to the Master. The replies to the questions are as follows:-

1. Please describe symptoms of person who died:-

The man was 52 years of age, sick for a long time but no fever.

2. Give date he was taken ill.

26.1.60

3. Did this person receive anti-malarial treatment?

4. No.

4. How many members of crew were landed to hospital in Lisbon?

One.

5. Give date when they were taken ill.

25.1.60

6. Did all on board receive preventive malarial treatment.

No.

7. Did any rash appear on any members of the crew?

No.

8. Do you carry mosquito nets?

No.

9. How many of the crew have received inoculation against Yellow Fever?

No.

10. Did Lisbon authorities inspect all crew?

No.

11. Did Lisbon authorities fumigate ship?

No.

Later that day I was informed by Dr. Baird that Dr. Murray had obtained this information via the Foreign Office from Lisbon:-

"Second Officer died at sea 28.1.60.

Ship arrived at Lisbon 30.1.60.

Public Health Authority visited ship.

One Deck boy admitted ashore - malaria.

P.M. result of person who died - Cerebral Malaria."

In the light of this information, together with the replies to my wireless questions, no special precautions were instituted when the vessel docked at 8.45 p.m that night, February 2nd.

On questioning the Master about the events of the voyage, the following facts were learnt:-

Everybody on board whilst at South America, and on the voyage to West Africa and during the vessel's stay at the two ports there, were given quinine tablets, but the Master was not certain how many consumed them. He felt that the older seamen took them regularly, but he was doubtful about the younger element on board.

When at Lisbon four youths aboard complained of epigastric pain and were seen by a doctor at Lisbon. One of them, a deck boy, was admitted to hospital for malaria. The other three, besides the epigastric pain, had complained of constipation. No fever had occurred amongst the four, nor had there been any diarrhoea or vomiting.

The second officer, age 52 yrs, who had died, had been a prisoner of war for five years and this experience had affected him. He had been on the vessel since November 1957, and had been in poor health for a long time. He had taken the quinine tablets issued to him. However, on 26th January, he developed diarrhoea, for which the Captain prescribed certain pills. His temperature at the time was 36.5°C . A short while later the Captain was called to see him in his cabin for he had become comatose and two days later he died (28th January). The ship put in at Lisbon on 30th January to bury the body ashore.

Of the four youths mentioned overleaf, apart from the one landed at Lisbon, two of them on arrival at Swansea complained of not feeling well. One of them, who was of a nervous temperament, had some epigastric pain, and had been constipated for five days. The other had some diarrhoea on February 2nd, before arrival. Neither had a temperature. No other case of illness was reported.

Both these youths were referred to the Shipping Federation doctor for treatment if considered necessary.

I had arranged for stools to be examined of the person who said he had had diarrhoea, but he was unable to oblige until the third day. On examination they proved negative. Neither youths required treatment. Analysis of ship's drinking water was highly satisfactory.

Thus ended the investigation of a false newspaper report.

m.v. "SCOTTISH HAWK" - British (? Poliomyelitis)

On June 18th a wireless message was received from the Master of the above vessel, stating that he had landed eleven person with suspected fever at Freetown on June 3rd, on his way from Port Harcourt to Swansea with oil. Since then no further cases of sickness had developed.

On receipt of this information, a wireless message was sent by the Department requesting further details. It was ascertained that two Officers and nine Indian Ratings had suffered from high temperature and prostration, and that malaria or enteric fever had been suspected. No rash of any kind had appeared, and all on board were vaccinated against smallpox.

The vessel docked at Swansea on the following day, and all on board found to be well on inspection. With the exception of one of the Officers landed at Freetown who had proceeded home on leave, the patients now fit rejoined the vessel at Swansea, having been flown to this country.

Prior to the arrival of the vessel at Swansea, the ship had remained at anchor from the 17th to the 25th May in the Bony River off Port Harcourt. She left the latter place on the 25th May for Fernando Po from which port she left on the 26th May, and put into Freetown on the 3rd June to land the sick, and proceeded from there on June 4th for Swansea.

During the vessel's stay at Port Harcourt the Third Mate admitted that he had been bitten by a mosquito. On the 28th two days after leaving Port Harcourt, he complained of a headache and stiffness of his joints. The headache got steadily worse, with aching behind the eyes, together with pains in his legs and shoulders, and general weakness developed. By the 30th May his temperature, which had been increasing, reached 103°F , and he reported sick. On June 1st his temperature had risen to 104.5° but by June 3rd it had dropped to 101.2° .

On the 30th May two Indian Ratings complained of similar symptoms, and on the 31st the Second Engineer reported sick suffering in the same way as the others. On June 1st another six Indian Ratings reported sick with the same illness. On June 3rd the Master put in to Freetown to land the ten patients, but before the vessel left on June 4th another Indian Rating reported sick and he too was sent into Hospital. During the voyage to Swansea from Freetown all on board remained well.

On questioning the Third Mate, he admitted that he had not been taking his anti-malarial tablets regularly, and certainly not during the vessel's stay at Port Harcourt. Apparently none of the patients had either. On asking the Third Mate what diagnosis had been made at the Hospital with regard to the illness he did not know, but he was given to understand that enteric fever had been tentatively suggested.

During the inspection of the crew at Swansea it was observed that the Indian Cook was slightly paralysed on one side of his body, but he had not complained of his disorder neither had he reported sick on arrival.

On Monday 20th June the Ship's carpenter woke up in the morning, complaining of weakness of his left arm and wrist drop. He was seen by the Federation Doctor who suspected poliomyelitis, and he was transferred to Hill House Hospital that

day. The next day, 21st June the cook was also admitted to Hill House Hospital as a suspect of poliomyelitis.

In view of these recent developments the ship was again visited on the 21st by the Port Health Staff, and all on board again medically inspected. In regard to the cook, he had been examined at the General Hospital, Port Harcourt, and diagnosed as a case of Bell's Palsy on the 12th May, and as a case of Cerebral Thrombosis on the 24th May, and was allowed to rejoin the vessel.

On the afternoon of the 21st, word was received from Hill House that the carpenter was not a clinical case of poliomyelitis, and the cook had had a Hemiplegia due to a cerebral Thrombosis and was transferred to the Seamen's Hospital, Greenwich on the 24th June. The carpenter was discharged, on the 27th June, as a case of virus Radiculitis, to his home in Liverpool.

m.v. CITY OF LIVERPOOL - British (Pulmonary Tuberculosis)

On 10th November 1960 a member of the crew (Indian) of the above named vessel was admitted to Mount Pleasant Hospital suffering from loss of weight. On the 29th December notification was received from Mount Pleasant Hospital stating that the above patient was suffering from Pulmonary Tuberculosis. He was transferred to Aintree Hospital, Liverpool on the 13th December, 1960.

As the m.v. "City of Liverpool" had sailed from Swansea on 17th November the Doctor of the Shipping Federation at Swansea was notified in Order that he could pass the information on to the Master of the vessel.

SECTION X - Observations on the occurrence of malaria in ships

No cases were reported.
~~The cases of Malaria occurred in one vessel on passage to Swansea.~~

~~These cases were landed to hospital at Lisbon. See page 24. (m.v. Havlide)~~

SECTION XI - Measures taken against ships infected with or suspected for plague.

No plague infected or suspected ships arrived. ✓

SECTION XII - Measures against rodents in ships from foreign ports.

1. Procedure for inspection of ships for rats.

All vessels arriving are systematically searched for the presence or absence of rats, which is carried out by a rat-searcher working in conjunction with and under the guidance of the Inspector. The inspection is first performed on vessels due for renewal of Deratting Exemption Certificates issued in accordance with Article 52 of the International Sanitary Regulations, and inquiries are always made as to mortality amongst rats on board ships.

Continual inspections and trapping are carried out by the rat-searcher. During the discharge of cargo, vessels are re-visited and searched for rats, particular attention being paid to a vessel arriving from a plague infected or suspected port.

Rodent Infestation

Three were trapped.
~~One rat was destroyed by fumigation.~~

2. Arrangements for the bacteriological or pathological examination of Rodents, with special reference to rodent plague, including the number of Rodents sent for examination during the year.

Rats captured on vessels are examined by inspectors before being destroyed and specimens are selected for bacteriological examination.

Selected specimens are sent to the Public Health Laboratory, Swansea, for examination.

One was
~~No rats were~~ sent for examination.

3. Arrangements in the district for deratting ships, the methods used, and, if done by a commercial contractor, the name of the contractor.

1. Routine Trapping.
2. Poison baits.
3. Hydrogen cyanide gas (cyanosorb or liquid cyanide).

When cases arise that the rat population is such that fumigation is necessary, the Master of the ship is advised by the Port Health Authority to engage, through his agents, the services of a commercial contractor for the carrying out of the fumigation with Hydrogen Cyanide.

Name of contractor:-

General Fumigation Company, Swansea.

Each fumigation is supervised by an Inspector.

4. Progress in the rat-proofing of ships.

It was not found necessary to take any steps re rat-proofing of vessels during the year.

TABLE E.Rodents destroyed during the year in ships from Foreign Ports.

x

<u>Category</u>									Number
Black rats .. ..	..	..	..	..	..	..	..	..	4 3
Brown rats .. ..	..	..	..	..	..	..	..	..	- -
Species not known	..	..	..	..	..	..	..	..	- -
Sent for examination	..	..	..	..	..	..	..	..	- 1.
Infected with plague	..	..	..	..	..	..	..	..	- -

In Dock, Quays, Wharves and Warehouses

Represents shore rat work carried out by the Swansea,
Neath and Port Talbot Local Authorities.

x

					Swansea	Neath	Port Talbot
Black rats .. ..	..	..	..	..	-	-	-
Brown rats .. ..	..	..	..	..	988	190	281
Species not known	..	..	..	..	-	-	-
Sent for examination	..	..	..	..	4	-	-
Infected with plague	..	..	..	..	-	-	-

TABLE F.

Deratting Certificates and Deratting Exemption Certificates issued during the year for ships from foreign ports.

No. of Deratting Certificates issued		Total	Number of Exemption Certificates issued	Total
After fumigation with	After Trapping			
H.C.N. (State method)	After Poisoning			
2	-	-	182	191

Number of Deratting and Deratting exemption Certificates issued from individual ports under the jurisdiction of the Authority.

Net Tonnage	Swansea	Meath	Port Talbot	Total
Ships up to 300 tons	30	1	15	46
" from 301 to 1,000 tons	27	-	4	31
" from 1,001 to 3,000 tons	8	-	6	14
" from 3,001 to 10,000 tons	77	-	23	100
" over 10,000 tons	-	-	-	-
TOTAL	142	1	48	191

PREVENTION OF DAMAGE BY PESTS ACT 1949
APPLICATION TO SHIPPING ORDER 1951

PESTS ACT 1954

THE PREVENTION OF DAMAGE BY PESTS

(APPLICATION TO SHIPPING) (AMENDMENT NO. 2) ORDER 1956

1 Rodent Control Certificate was issued under the above order, at Swansea.

The vessel was found to be free from rats and mice.

SECTION XIII. Inspection of ships for nuisances

TABLE 3.

INSPECTIONS AND NOTICES

Nature and number of Inspections	Notices served		Result of serving Notices
	Statutory Notices	Other Notices	
* 5,535 vessels inspected by Port Health Inspectors	Nil	44 59	All notices were complied with

* Nature of nuisances and sanitary defects consisted chiefly of sanitary defects in crews accommodation; dirty fresh water tanks; verminous forecables and berths.

~~44~~ Comprises 55 Written Informal Notices and 4 Oral instructions.

A written notice is served in every case except where the nuisance is being remedied forthwith.

To enforce compliance with these notices and to investigate cases of sickness 90 revisits were made by the Inspectors.

SECTION XIV - Public Health (Shell-fish) Regulations 1934 and 1948.

Information respecting any shell-fish beds or layings within the jurisdiction of the Authority stating whether they are, in the opinion of the Medical Officer of Health, liable to pollution. A report of any action taken, which should state whether any prohibited area has been prescribed, should be included.

No oyster landings were made within the area of the Authority during the year. No applications for licences to dredge for oysters were made to the South Wales Sea Fisheries Committee.

Cockles are obtainable in Swansea Bay, but the beds are not worked as an industry. The Fisheries Committee sow cockles in the Bay to encourage fish to come to feed.

There is no shell-fish cleansing plant in the area.

No action was taken or required.

No prohibited area has been prescribed.

SECTION XV - Medical Inspection of Aliens (applicable only to ports

Approved for the landing of aliens.

1. List of Medical Inspectors of Aliens holding Warrants of Appointment.

Dr. E. B. Meyrick, Port Medical Officer of Health.

Dr. D. E. Donald, Deputy Port Medical Officer of Health.

2. List of other staff engaged on this work.

None

3. Organisation of work.

All Aliens who seek residence in this country are examined on arrival.

4. Nature and amount of Aliens Traffic.

Aliens traffic is small and consists chiefly of visitors and business people.

Details for the year 1960 are as follows:-

	<u>Swansea</u>	<u>Port Talbot</u>
(a) Number of arriving ships carrying Alien passengers	48 96	98 106
(b) Number of ships dealt with by the Medical Inspector of Aliens	- -	-
(c) Number of Aliens medically examined	- -	-
5. <u>Accommodation for medical inspection and examination.</u>		

Usually adequate facilities are available on board ships for such examinations. In the event of such facilities not being available, the Port Health Office at the King's Dock Lock, or at the Central Office of the Port Health Authority, Swansea, are used. At Port Talbot, the Authority's Office there, can be used in an emergency.

Commonwealth Immigrants Act 1962

MISCELLANEOUS. SECTION XVI

Arrangements for the burial on shore of persons who have died on board ship from Infectious Disease.

Full details and relevant information concerning the death would be first ascertained and investigated, the body being examined on board ship.

H.M. Customs, the Ministry of Transport (Local Office) and the Coroner would be informed.

The body would remain on board completely isolated pending its removal by the Undertakers who would be employed by the local Agents of the ship, direct for burial. In the event of the person having died from one of the quarantinable diseases, every endeavour would be made for the body to be cremated.

Supervision of the removal of the body and any necessary disinfection or disinfestation would be carried out by members of the Port Health Staff.

NATIONALITY OF VESSELS INSPECTED

39

NATIONALITY	Swansea			Neath			Port Talbot			Porthcawl		
	Steam	Motor	Total	Steam	Motor	Total	Steam	Motor	Total	Steam	Motor	Total
Belgian	-	3	3	-	-	-	-	-	-	-	-	-
British	266	3,022	3,288	6	32	38	56	340	396	-	-	-
Bulgarian	1	-	1	-	-	-	-	-	-	-	-	-
Canadian	-	1	1	-	-	-	-	-	-	-	-	-
Danish	-	31	31	-	-	-	6	27	33	-	-	-
Dutch	3	695	698	-	40	40	-	116	116	-	-	-
Egyptian	2	1	3	-	-	-	-	-	-	-	-	-
Eireann	1	48	49	-	-	-	-	8	8	-	-	-
Finnish	7	7	14	-	-	-	4	3	7	-	-	-
French	2	11	13	-	-	-	23	62	85	-	-	-
German	2	88	90	-	1	1	-	27	27	-	-	-
Greek	1	3	4	-	-	-	-	-	-	-	-	-
Icelandic	-	1	1	-	-	-	-	-	-	-	-	-
Israeli	-	3	3	-	-	-	-	3	3	-	-	-
Indian	2	2	4	-	-	-	-	-	-	-	-	-
Italian	1	4	5	-	-	-	-	-	-	-	-	-
Lebanese	2	-	2	-	-	-	-	-	-	-	-	-
Liberian	11	9	20	-	-	-	1	-	1	-	-	-
Nigerian	-	1	1	-	-	-	-	-	-	-	-	-
Norwegian	8	158	166	-	-	-	1	81	82	-	-	-
Panamanian	8	5	13	-	-	-	-	-	-	-	-	-
Polish	3	12	15	-	-	-	-	-	-	-	-	-
South African	9	1	10	-	-	-	-	-	-	-	-	-
Spanish	18	31	49	-	-	-	14	1	15	-	-	-
Swedish	16	49	65	-	-	-	11	100	111	-	-	-
Swiss	-	2	2	-	-	-	-	-	-	-	-	-
Turkish	-	1	1	-	-	-	-	-	-	-	-	-
U.S.A.	2	-	2	-	-	-	-	-	-	-	-	-
U.S.S.R.	-	1	1	-	-	-	4	4	8	-	-	-
United Arab. Rep.	1	-	1	-	-	-	-	-	-	-	-	-
Yugo-Slavian	7	1	8	-	-	-	-	-	-	-	-	-
TOTALS	373	4,191	4,564	6	73	79	120	772	892	-	-	-

NUISANCES AND DEFECTS DEALT WITH

Nature of Nuisance or Defect	Swansea	Neath	Port Talbot	Porth-cawl	Total
Untidy and dirty condition of Crew's quarters	1	-	-	-	1
Cockroach infestation	3	-	1	-	4
Bed bug infestation	2	-	-	-	2
Accumulations of galley refuse	2	-	-	-	2
Dirty domestic water tanks	24	-	22	-	46
After peak tank leaking into Crew's quarters	1	-	-	-	1
Leaking steam pipes to pantry, causing accumulation of water in both port and starboard alleyways, outside crew's cabins	1	-	-	-	1
Water from steering flat leaking into firemen's cabin	2	-	-	-	2
Broken wash-hand basins in toilets	2	-	-	-	2
Choked scupper to W.C. compartment	1	-	-	-	1
Dirty condition of provision storeroom	1	-	-	-	1
TOTALS	40	-	23	-	63

Defects in Vessels

	<u>Swansea</u>	<u>Neath</u>	<u>Port Talbot</u>	<u>Porthcawl</u>	<u>Total</u>
(a) Original construction	-	-	-	-	-
(b) Wear and Tear	£ 12	-	-	-	£ 12
(c) Dirt and vermin	£ 53	5	£ 22	-	11 80
(d) Alterations	-	-	-	-	-
TOTAL	<u>£ 65</u>	<u>5</u>	<u>£ 22</u>	<u>-</u>	<u>£ 92</u>

RETURN OF CASES OF SICKNESS, INJURY ETC., FOUND ON VESSELS
ENTERING THE PORT OR OCCURRING DURING STAY IN PORT

Apoplexy	..	..	..	..	..	..	..	1
Appendicitis	..	..	..	..	..	..	..	2
Colic	..	..	..	..	..	..	..	2
Diarrhoea	..	..	..	..	..	..	..	3
Eczema	..	..	..	..	..	..	..	1
Guinea Worm	..	..	..	..	..	..	..	1
Haemorrhoids	..	..	..	..	..	..	..	1
Hemiplegia	..	..	..	..	..	..	..	1
Haemoptysis	..	..	..	..	..	..	..	1
Hernia	..	..	..	..	..	..	..	1
Herpes Zoster	..	..	..	..	..	..	..	1
Inflammation of Gall Bladder	..	..	..	..	..	..	..	1
Influenza	..	..	..	..	..	..	..	5
Injury	..	..	..	..	..	..	..	9
Lumbago	..	..	..	..	..	..	..	2
Nephritis	..	..	..	..	..	..	..	1
Scalds	..	..	..	..	..	..	..	1
Thrombosis	..	..	..	..	..	..	..	1
Tonsillitis	..	..	..	..	..	..	..	7
Tuberculosis	..	..	..	..	..	..	..	1
Virus Radiculitis	..	..	..	..	..	..	..	1
Venereal Disease	..	..	..	..	..	..	..	9

53

Of the above 20 were treated in hospital or at clinic, 5 proceeded to their homes, 28 were treated on board.

Food InspectionFOOD AND DRUGS ACT, 1955.Public Health (Imported Food) Regulations, 1937 & 1948

At the fish market, ²²⁵~~180~~ tons of mixed fish, chiefly from the fishing grounds off the Irish Coast were landed. All fish is inspected at the time of landing.

Other foods inspected were ^{15,800}~~19,385~~ tons of grain and flour, ^{87,561}~~171,521~~ tons of general merchandise which includes potatoes, sugar, margarine, butter, cooking fats, canned meat, canned fruit, coffee essence, pickling cabbage, onions, biscuits and confectionery. All were found in a good condition, except small quantities damaged by sea or other causes. All unsound food with-held from human consumption was, with few exceptions, disposed of locally, when sent to another district, the consent of the Medical Officer of Health for the receiving district is first obtained.

Description	Amount of Unsound Food-Stuffs dealt with					How disposed of
	Tons	Cwts	Qrs	Lbs	Ozs	
Canned Pate de Foie	-	-	-	15	4	Destroyed by Swansea Corporation Cleansing Department.
Risks	-	-	-	1	2	-do-
Canned Luncheon Meat	-	-	-	18	3	-do-
Canned Malayan Pineapples.	-	-	5	12	4	-do-
Bags of Canadian Flour	5	3	3	-	-	Sent for reconditioning
Canned Australian Fruit	-	-	-	7	-	Destroyed by Swansea Corporation Cleansing Department.
Packets of Dutch Lard	-	-	1	8	8	-do-
Canned Pork Luncheon Meat (Dutch)	-	-	-	-	14	-do-
TOTAL	5	5	3	7	3	

FOOD INSPECTIONPublic Health (Meat) Regulations, 1924.

Not applicable.

Public Health (Imported Milk) Regulations, 1926.

No milk to which the above regulations apply was imported.

Public Health (Preservatives etc., in Food) Regulations, 1925 to 1953.

Number of Samples of Food examined by:-

(a) Bacteriologist - ~~9~~ 10

(b) Analyst - 10 ✓

(a) BacteriologistNature of SampleResult of examination

Australian canned
meat

No micro-organisms seen. No bacterial
growth.

Canned Australian
Fruit

Aerobic & Anaerobic cultures showed no
bacterial growth.

Jars of Canadian
Flour

No insects, MYCELIA or other abnormality
seen. No organisms of the typhoid,
Samonella or Dysentery groups grown.

Canned Malayan
Pineapples

No micro organisms seen. No bacterial
growth.

Bottle Pure Tomato
Catchup (Canadian)

No bacterial growth obtained.

Tin Tomato Juice
(Canadian)

No bacterial growth obtained.

(b) AnalystNature of SampleResult of examination

Canned Malayan
Pineapples

Genuine - all three samples were free
from preservatives added colour and metallic
contamination.

Canned Australian
Meat

Genuine - free from Preservatives, added
colour and metallic contamination

Analyst (Continued)

<u>Nature of Sample</u>	<u>Result of examination</u>
Canned Australian Fruit	Genuine - free from preservatives, added colour and metallic contamination.
Jars of Canadian Flour	Genuine - free from infestation. Contained Vitamin B1 added creta praeparata and iron.
Bottle tomato Catchup (Canadian)	Genuine - free from preservatives artificial colouring and metallic contamination
Tin Tomato Catchup (Canadian)	Genuine - free from preservatives artificial colouring and metallic contamination.

Food Hygiene (Dock, Carriers etc.,) Regulations, 1960

It has not been necessary to take action under the above Regulations.

Dangerous Drugs

Dangerous Drugs Regulations, 1953.

+ **ONE** certificate was issued during the year.

CLEAN AIR ACT, 1956.

THE DARK SMOKE (PERMITTED PERIODS) (VESSELS) REGULATIONS, 1958

Name of Vessel	Nationality	Class of Case	Period of Observation and Date	Density of Smoke as per Ringelmann Chart	Time Notice Served	Result
m.v. Pacific Star	British	2	1.0 p.m to 2.30 p.m 9.2.60	Shade 4	2.0 p.m 9.2.60	Abated Immediately
Dredger David Davies	British	2	9.55 a.m to 10.05 a.m 31.8.60	Shade 4	9.55 a.m 31.8.60	Abated Immediately
m.v. Maltasian	British	2	10.45 a.m	Shade 4	10.45 a.m Verbal	Abated Immediately
s.s. Macharda	British	2	11.45 a.m to 12.40 p.m	Shade 4	12.40 a.m Written	Abated 1.0 p.m

